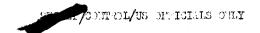
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Marie Marie San Control of the Control		,		
	2. A tank shut korn to Bra	(1)	and 13 flatears went fro	
	went from "	ildpark to Altengrabow	on 6 September 1750. (1) boxcars and 43 flatears arpillar tractors and tru	carrying
	ming of acc	r Altengrahow. Motor ve	chicle were seen. (1)	
	ildoark fo		11020 000110 (-)	50X1-HUN
	5. On 6 Septem	aber 1950 a train of 6 b	boxcars and 22 flatcars etermined number of 150-in arrived in ild	um guns and Spark from
	5. On 6 Septem	aber 1950 a train of 6 b	boxcars and 22 flatears etermined number of 150- arrived in ille to Potsdam because the 1 d for loading troops. (3)	nm guns and Spark from Loading
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	2	50X1-HUM
8.	No troop trains passed through Rathenow between 7 ceptombe 13 September 1950.	r and
9.	Two radio trucks, coming from Teimar, were unloaded at the Rathenow railroad station on 13 September 1950.	50X1-HUM
10.	On 17 September 1950 the Cottbus railroad car repair shop ordered to convert 200 boxcars, i.e. four trains, for the portation of troops. The trains were officially referred to "demobilization trains". (5)	trans-
11.	on 26 September 1950 an undetermined number of tank trucks were unloaded at the Witte railroad station. Seven railroad tank cars containing fuel the Flak Kas rue and the Reseler Kaserne arrived there on same day. (6)	for
(1)	Movement of artillery units of the unidentified Arty Div of 30F3 in Potsdam from Wildpark to Altengrabow. Most of the units of the artillery division stationed in Potsdam probate to Altengrabow in early September 1950 for exercises at dilevel. The train probably sarried a component unit of the 10th Garage	artillery ably moved avision 50X1-HUM
	Div.	
(3)	to their fildpark quarters but moved to the Delius Kaserne to continue their training at Bornstedter Feld while the the Delius Kaserne were away.	e, Potsdam,
(4)		
(5)	The troop trains may have been	n earmarked
(6)	for evacuating soldiers due for demobilization or for hau recruits from the U.S.S.R. spring of 1950 the various regional railroad headquarters prepare and store interior fittings for 7,000 boxcars. The the Cottbus regional railroad headquarters was about 6 per 420 to 450 boxcars. A fuel shipment in tank cars also arrived for the barrack	ling in the 50X1-HUM had to e quota of reent, i.a. 50X1-HUM
	Cotthus post between 26 August and 10 September 1950	SUX 1-HUIVI



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